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are guarded by guards armed with pistols and rifles. The guards pairol in twos; strictest guard is on the parked planes;

- 5. Since about 15 May 1952 four searchlights serviced by 10 soldiers have been in place at the airport. The searchlights are installed at about 200 meters distance from the beginning of runways No. 22 and 26. Every night at about 9 p.m. the searchlights are switched on for five to ten minutes and the two runways are lighted. The soldiers stay on duty all night. During the day they sleep in a near-by military truck.
- 6. The Ruzyne Central Weather Station works up synoptic charts and weather reports for the use of civilian and military airports and for the State Netacrological Institute which in turn passes the weather reports and forecasts to the Czechoslovak Broadcasting Corporation. Military weather stations complete the synoptic charts for their own use with details reported by their own observatories. Half of the personnel of the Ruzyne weather station are civilian and half military. Among the military personnel are 10 women NCOs who are employed as radio operators and who started their duties in April 1952.
- 7. High-eltitude air measurements are conducted in a primitive namer by "piloting". A small experimental balloon is released and observed at various attitudes. The balloon carmies no instruments and serves only for finding out wind directions.
- 8. Experiments with artificial rain were conducted in the area of Rezyne airfield in May and June 1951. The Ruzyne weather station cooperated in the experiments. The experiments were rade in cloudy weather, altostratus 7/5 to 8/8. An undetermined chemical compound in powder form was dispersed from a Storch (Dar) aircraft while flying through clouds. Results were completely negative. No further at cripts have been made.
- 9. The CSA have the following aircraft at their disposal: EC-3: about 20 to 25 planes; I1-12: ten planes (eight are in service, two are under repair); S1-204: two planes (these are used only for training); L1-2: one plane. The DC-3 planes are in poor condition. Heavy demands are made on their service. They have to be repaired after each flight. There are few spare parts available for them, especially for their engines.
  - a. The CSA expect a delivery of ten id-2; one of these was delivered on 31 May 1952, but this can not be put into immediate normal service because it is not equipped with the landing instruments used in Czechoslovakia. The remaining planes were to be delivered by the end of June 1952.
  - b. DC-3 planes make homeflights; an II-12 is used occasionally for flights to Bratislava if there are too many passangers, but it cannot be used for any other home flight, because it needs a concrete runway for landing. Foreign flights are rade by both DC-3 and II-12 planes.
- There is a small Air Force training detachment stationed at the airfield.

  In consists of about 20 officers and MCCs. It is equipped with one JU-52, three Si-204, three or four Aero-45, three Storch, one Sokol, and one Zlin-181 aircraft. The JU-52 is used for pre-nilitary parachute training of members of the Sokol organization. There is weekly practice. Apart from this training the detachment serves to transport various minor government officials. Members of the government and other highly placed personalities are transported by army planes from Khely airfield.

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- 11. The limistry of Agriculture has stationed at Ruzyne airfield 12 to 15 Storch planes. These are used supposedly for dispersion of fertilizers and for annihilation of Colorado beetles. The fight against the Colorado beetle was started in 1951 by 12 Soviet Polykarpov (Po-2) aircraft.
- 12. No jet planes use Ruzyne airfield.
- 13. All civil air traffic is under the control of CSA, Various former private lines and airclubs have been abolished or incorporated into a new organization called Pobrovolny swaz lideveho letactvi (Doslet) (Voluntary Association for Fopular Flying). Poslet is a branch of the Chechoslovak Youth Association (Ceskoslovensky swaz mladeze) (CSA) and is open only to youth of working class origin.
- 14. CSA run the following foreign service flights:

Prague-Copenhagen-Stockholm-Helsinki, three timesweekly Prague-Warsaw, three times weekly Prague-Budapest, three times weekly Prague-Budapest-Bucharest, three times weekly Prague-Budapest-Bucharest-Sofia, three times weekly Prague-Berlin, twice weekly.

15. Foreign airlines run the following services:

SMR (Swiss airlines) Zurich-Fragus, three times weekly

(AB (Belgian airlines) Brussels-Prague, three times weekly

KIM (Dutch airlines) Amsterdam-Frague, three times weekly

AEROFLOT (Soviet airlines) Moscow-Kisv-Prague, two or three flights daily

LOT (Polish airlines) Warsaw-Prague, three or four flights weekly

(MABSO (Bulgarlan-Soviet airlines) Sofia-Bucharest-Budapest-Prague, three

times weekly

MARS (Rumanian-Soviet airlines) Bucharest-Prague, three times weekly

MAS (Hungarian-Soviet airlines) Budapest-Prague, three times weekly

- 16. There is heavy passenger traffic on home flights; foreign flights have usually two to five passengers, otherwise carrying mainly mail.
- 17. Strong security measures are taken to prevent passengers from escaping abroad.

  Every flight, even a scheduled one, has to be approved 24 hours before it takes place by the military air force unit in Kbely. Passengers must book the trip in advance and their political reliability is checked before they are issued at ticket. Flights abroad have to have high authorization before they are pertained back of the passenger cabin. Foreign flights are sorviced by especially located in Marianske Lazne (Man) P 56) and possibly in the Ceske Budejovice
  - 18. The permanent representatives of Aeroflot (Soviet airlines) are attached to Ruzyne airfield. (fmu) Petrov is an administrative official and Ing. (fmu) Kulicev is a technical assistant. According to a well placed informant CSA Aeroflot foreign services, (fnu) Denilicev, (sic and another Russi'n official neral manager of CSA, (fmu) Horn, a Communist member of parliament. The conferences are supposed to last till the end of July 1952.

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SMOTHER

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